



Hongkong Daily Press.

ESTABLISHED 1857.

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PROCRUSTINATION
is bad at any time; but where your eyes are concerned, delay may be injurious.

N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.
Prescriptions carefully filled.

No. 19,206. 號五零百二千九萬一第 日五廿月十年未己 HONGKONG TUESDAY, DECEMBER 16TH, 1919. 二拜禮 號六十月二拾年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Bags 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

SPECIAL
CHRISTMAS OFFER

15% DISCOUNT

on all orders from
15th to 31st DECEMBER
(being 5% in addition to our
usual 10% on account of
high exchange).

CALDBECK,
MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
1A, QUEEN'S ROAD CENTRAL.
Telephone No. 75

CARTRIDGES! CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-8, Beaconsfield Arcade.

A LING & CO.
19, QUEEN'S ROAD CENTRAL,
Hongkong.

FURNITURE AND PHOTO GOODS
STORE.
GLASS ENGRAVING, SIGN-BOARD AND
CANTON MANUFACTURE OF VARIOUS GRASSES.
Photographic Goods of Every Description
in Stock.
DEVELOPING, PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1212.

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.00	"
9.00	to 10.00	"
10.00	to 11.00	"
11.00	to 12.00 noon	"
12.00 noon	to 1.00 p.m.	"
1.00 p.m.	to 2.00	"
2.00	to 3.00	"
3.00	to 4.00	"
4.00	to 5.00	"
5.00	to 6.00	"

NIGHT CARS

6.50 p.m.	to 8.00 p.m.	Every 30 minutes
8.00 p.m.	to 11.30 p.m.	"

SATURDAY

Extra Car—12.00 Midnight

SUNDAY

7.00 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.00	"
11.00	to 12.00 noon	"
12.00 noon	to 1.00 p.m.	"
1.00 p.m.	to 2.00	"
2.00	to 3.00	"
3.00	to 4.00	"
4.00	to 5.00	"
5.00	to 6.00	"
6.00	to 7.00	"

Short Cars

At Week Days

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Building,
Des Vaux Road Central.
Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained
on application at the Company's Office.
No season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compost Order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Express	No. 5 Local	No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local	No. 16 Through Express	No. 17 Local	No. 18 Through Express	No. 19 Local	No. 20 Through Express	No. 21 Local	No. 22 Through Express	No. 23 Local	No. 24 Through Express	No. 25 Local	No. 26 Through Express	No. 27 Local	No. 28 Through Express	No. 29 Local	No. 30 Through Express	No. 31 Local	No. 32 Through Express	No. 33 Local	No. 34 Through Express	No. 35 Local	No. 36 Through Express	No. 37 Local	No. 38 Through Express	No. 39 Local	No. 40 Through Express	No. 41 Local	No. 42 Through Express	No. 43 Local	No. 44 Through Express	No. 45 Local	No. 46 Through Express	No. 47 Local	No. 48 Through Express	No. 49 Local	No. 50 Through Express	No. 51 Local	No. 52 Through Express	No. 53 Local	No. 54 Through Express	No. 55 Local	No. 56 Through Express	No. 57 Local	No. 58 Through Express	No. 59 Local	No. 60 Through Express	No. 61 Local	No. 62 Through Express	No. 63 Local	No. 64 Through Express	No. 65 Local	No. 66 Through Express	No. 67 Local	No. 68 Through Express	No. 69 Local	No. 70 Through Express	No. 71 Local	No. 72 Through Express	No. 73 Local	No. 74 Through Express	No. 75 Local	No. 76 Through Express	No. 77 Local	No. 78 Through Express	No. 79 Local	No. 80 Through Express	No. 81 Local	No. 82 Through Express	No. 83 Local	No. 84 Through Express	No. 85 Local	No. 86 Through Express	No. 87 Local	No. 88 Through Express	No. 89 Local	No. 90 Through Express	No. 91 Local	No. 92 Through Express	No. 93 Local	No. 94 Through Express	No. 95 Local	No. 96 Through Express	No. 97 Local	No. 98 Through Express	No. 99 Local	No. 100 Through Express	No. 101 Local	No. 102 Through Express	No. 103 Local	No. 104 Through Express	No. 105 Local	No. 106 Through Express	No. 107 Local	No. 108 Through Express	No. 109 Local	No. 110 Through Express	No. 111 Local	No. 112 Through Express	No. 113 Local	No. 114 Through Express	No. 115 Local	No. 116 Through Express	No. 117 Local	No. 118 Through Express	No. 119 Local	No. 120 Through Express	No. 121 Local	No. 122 Through Express	No. 123 Local	No. 124 Through Express	No. 125 Local	No. 126 Through Express	No. 127 Local	No. 128 Through Express	No. 129 Local	No. 130 Through Express	No. 131 Local	No. 132 Through Express	No. 133 Local	No. 134 Through Express	No. 135 Local	No. 136 Through Express	No. 137 Local	No. 138 Through Express	No. 139 Local	No. 140 Through Express	No. 141 Local	No. 142 Through Express	No. 143 Local	No. 144 Through Express	No. 145 Local	No. 146 Through Express	No. 147 Local	No. 148 Through Express	No. 149 Local	No. 150 Through Express	No. 151 Local	No. 152 Through Express	No. 153 Local	No. 154 Through Express	No. 155 Local	No. 156 Through Express	No. 157 Local	No. 158 Through Express	No. 159 Local	No. 160 Through Express	No. 161 Local	No. 162 Through Express	No. 163 Local	No. 164 Through Express	No. 165 Local	No. 166 Through Express	No. 167 Local	No. 168 Through Express	No. 169 Local	No. 170 Through Express	No. 171 Local	No. 172 Through Express	No. 173 Local	No. 174 Through Express	No. 175 Local	No. 176 Through Express	No. 177 Local	No. 178 Through Express	No. 179 Local	No. 180 Through Express	No. 181 Local	No. 182 Through Express	No. 183 Local	No. 184 Through Express	No. 185 Local	No. 186 Through Express	No. 187 Local	No. 188 Through Express	No. 189 Local	No. 190 Through Express	No. 191 Local	No. 192 Through Express	No. 193 Local	No. 194 Through Express	No. 195 Local	No. 196 Through Express	No. 197 Local	No. 198 Through Express	No. 199 Local	No. 200 Through Express	No. 201 Local	No. 202 Through Express	No. 203 Local	No. 204 Through Express	No. 205 Local	No. 206 Through Express	No. 207 Local	No. 208 Through Express	No. 209 Local	No. 210 Through Express	No. 211 Local	No. 212 Through Express	No. 213 Local	No. 214 Through Express	No. 215 Local	No. 216 Through Express	No. 217 Local	No. 218 Through Express	No. 219 Local	No. 220 Through Express	No. 221 Local	No. 222 Through Express	No. 223 Local	No. 224 Through Express	No. 225 Local	No. 226 Through Express	No. 227 Local	No. 228 Through Express	No. 229 Local	No. 230 Through Express	No. 231 Local	No. 232 Through Express	No. 233 Local	No. 234 Through Express	No. 235 Local	No. 236 Through Express	No. 237 Local	No. 238 Through Express	No. 239 Local	No. 240 Through Express	No. 241 Local	No. 242 Through Express	No. 243 Local	No. 244 Through Express	No. 245 Local	No. 246 Through Express	No. 247 Local	No. 248 Through Express	No. 249 Local	No. 250 Through Express	No. 251 Local	No. 252 Through Express	No. 253 Local	No. 254 Through Express	No. 255 Local	No. 256 Through Express	No. 257 Local	No. 258 Through Express	No. 259 Local	No. 260 Through Express	No. 261 Local	No. 262 Through Express	No. 263 Local	No. 264 Through Express	No. 265 Local	No. 266 Through Express	No. 267 Local	No. 268 Through Express	No. 269 Local	No. 270 Through Express	No. 271 Local	No. 272 Through Express	No. 273 Local	No. 274 Through Express	No. 275 Local	No. 276 Through Express	No. 277 Local	No. 278 Through Express	No. 279 Local	No. 280 Through Express	No. 281 Local	No. 282 Through Express	No. 283 Local	No. 284 Through Express	No. 285 Local	No. 286 Through Express	No. 287 Local	No. 288 Through Express	No. 289 Local	No. 290 Through Express	No. 291 Local	No. 292 Through Express	No. 293 Local	No. 294 Through Express	No. 295 Local	No. 296 Through Express	No. 297 Local	No. 298 Through Express	No. 299 Local	No. 300 Through Express	No. 301 Local	No. 302 Through Express	No. 303 Local	No. 304 Through Express	No. 305 Local	No. 306 Through Express	No. 307 Local	No. 308 Through Express	No. 309 Local	No. 310 Through Express	No. 311 Local	No. 312 Through Express	No. 313 Local	No. 314 Through Express	No. 315 Local	No. 316 Through Express	No. 317 Local	No. 318 Through Express	No. 319 Local	No. 320 Through Express	No. 321 Local	No. 322 Through Express	No. 323 Local	No. 324 Through Express	No. 325 Local	No. 326 Through Express	No. 327 Local	No. 328 Through Express	No. 329 Local	No. 330 Through Express	No. 331 Local	No. 332 Through Express	No. 333 Local	No. 334 Through Express	No. 335 Local	No. 336 Through Express	No. 337 Local	No. 338 Through Express	No. 339 Local	No. 340 Through Express	No. 341 Local	No. 342 Through Express	No. 343 Local	No. 344 Through Express	No. 345 Local	No. 346 Through Express	No. 347 Local	No. 348 Through Express	No. 349 Local	No. 350 Through Express	No. 351 Local	No. 352 Through Express	No. 353 Local	No. 354 Through Express	No. 355 Local	No. 356 Through Express	No. 357 Local	No. 358 Through Express	No. 359 Local	No. 360 Through Express	No. 361 Local	No. 362 Through Express	No. 363 Local	No. 364 Through Express	No. 365 Local	No. 366 Through Express	No. 367 Local	No. 368 Through Express	No. 369 Local	No. 370 Through Express	No. 371 Local	No. 372 Through Express	No. 373 Local	No. 374 Through Express	No. 375 Local	No. 376 Through Express	No. 377 Local	No. 378 Through Express	No. 379 Local	No. 380 Through Express	No. 381 Local	No. 382 Through Express	No. 383 Local	No. 384 Through Express	No. 385 Local	No. 386 Through Express	No. 387 Local	No. 388 Through Express	No. 389 Local	No. 390 Through Express	No. 391 Local	No. 392 Through Express	No. 393 Local	No. 394 Through Express	No. 395 Local	No. 396 Through Express	No. 397 Local	No. 398 Through Express	No. 399 Local	No. 400 Through Express	No. 401 Local	No. 402 Through Express	No. 403 Local	No. 404 Through Express	No. 405 Local	No. 406 Through Express	No. 407 Local	No. 408 Through Express	No. 409 Local	No. 410 Through Express	No. 411 Local	No. 412 Through Express	No. 413 Local	No. 414 Through Express	No. 415 Local	No. 416 Through Express	No. 417 Local	No. 418 Through Express	No. 419 Local	No. 420 Through Express	No. 421 Local	No. 422 Through Express	No. 423 Local	No. 424 Through Express	No. 425 Local	No. 426 Through Express	No. 427 Local	No. 428 Through Express	No. 429 Local	No. 430 Through Express	No. 431 Local	No. 432 Through Express	No. 433 Local	No. 434 Through Express	No. 435 Local	No. 436 Through Express	No. 437 Local	No. 438 Through Express	No. 439 Local	No. 440 Through Express	No. 441 Local	No. 442 Through Express	No. 443 Local	No. 444 Through Express	No. 445 Local	No. 446 Through Express	No. 447 Local	No. 448 Through Express	No. 449 Local	No. 450 Through Express	No. 451 Local	No. 452 Through Express	No. 453 Local	No. 454 Through Express	No. 455 Local	No. 456 Through Express	No. 457 Local	No. 458 Through Express	No. 459 Local	No. 460 Through Express	No. 461 Local	No. 462 Through Express	No. 463 Local	No. 464 Through Express	No. 465 Local	No. 466 Through Express	No. 467 Local	No. 468 Through Express	No. 469 Local	No. 470 Through Express	No. 471 Local	No. 472 Through Express	No. 473 Local	No. 474 Through Express	No. 475 Local	No. 476 Through Express	No. 477 Local	No. 478 Through Express	No. 479 Local	No. 480 Through Express	No. 481 Local	No. 482 Through Express	No. 483 Local	No. 484 Through Express	No. 485 Local	No. 486 Through Express	No. 487 Local	No. 488 Through Express	No. 489 Local	No. 490 Through Express	No. 491 Local	No. 492 Through Express	No. 493 Local	No. 494 Through Express	No. 495 Local	No. 496 Through Express	No. 497 Local	No. 498 Through Express	No. 499 Local	No. 500 Through Express	No. 501 Local	No. 502 Through Express	No. 503 Local	No. 504 Through Express	No. 505 Local	No. 506 Through Express	No. 507 Local	No. 508 Through Express	No. 509 Local	No. 510 Through Express	No. 511 Local	No. 512 Through Express	No. 513 Local	No. 514 Through Express	No. 515 Local	No. 516 Through Express	No. 517 Local	No. 518 Through Express	No. 519 Local	No. 520 Through Express	No. 521 Local	No. 522 Through Express	No. 523 Local	No. 524 Through Express	No. 525 Local	No. 526 Through Express	No. 527 Local	No. 528 Through Express	No. 529 Local	No. 530 Through Express	No. 531 Local	No. 532 Through Express	No. 533 Local	No. 534 Through Express	No. 535 Local	No. 536 Through Express	No. 537 Local	No. 538 Through Express	No. 539 Local	No. 540 Through Express	No. 541 Local	No. 542 Through Express	No. 543 Local	No. 544 Through Express	No. 545 Local	No. 546 Through Express	No. 547 Local	No. 548 Through Express	No. 549 Local	No. 550 Through Express	No. 551 Local	No. 552 Through Express	No. 553 Local	No. 554 Through Express	No. 555 Local	No. 556 Through Express	No. 557 Local	No. 558 Through Express	No. 559 Local	No. 560 Through Express	No. 561 Local	No. 562 Through Express	No. 563 Local	No. 564 Through Express	No. 565 Local	No. 566 Through Express	No. 567 Local	No. 568 Through Express	No. 569 Local	No. 570 Through Express	No. 571 Local	No. 572 Through Express	No. 573 Local	No. 574 Through Express	No. 575 Local	No. 576 Through Express	No. 577 Local	No. 578 Through Express	No. 579 Local	No. 580 Through Express	No. 581 Local	No. 582 Through Express	No. 583 Local	No. 584 Through Express	No. 585 Local	No. 586 Through Express	No. 587 Local	No. 588 Through Express	No. 589 Local	No. 590 Through Express	No. 591 Local	No. 592 Through Express	No. 593 Local	No. 594 Through Express	No. 595 Local	No. 596 Through Express	No. 597 Local	No. 598 Through Express	No. 599 Local	No. 600 Through Express	No. 601 Local	No. 602 Through Express	No. 603 Local	No. 604 Through Express	No. 605 Local	No. 606 Through Express	No. 607 Local	No. 608 Through Express	No. 609 Local	No. 610 Through Express	No. 611 Local	No. 612 Through Express	No. 613 Local	No. 614 Through Express	No. 615 Local	No. 616 Through Express	No. 617 Local	No. 618 Through Express	No. 619 Local	No. 620 Through Express	No. 621 Local	No. 622 Through Express	No. 623 Local	No. 624 Through Express	No. 625 Local	No. 626 Through Express	No. 627 Local	No. 628 Through Express	No. 629 Local	No. 630 Through Express	No. 631 Local	No. 632 Through Express	No. 633 Local	No. 634 Through Express	No. 635 Local	No. 636 Through Express	No. 637 Local	No. 638 Through Express	No. 639 Local	No. 640 Through Express	No. 641 Local	No. 642 Through Express	No. 643 Local	No. 644 Through Express	No. 645 Local	No. 646 Through Express	No. 647 Local	No. 648 Through Express	No. 649 Local	No. 650 Through Express	No. 651 Local	No. 652 Through Express	No. 653 Local	No. 654 Through Express	No. 655 Local	No. 656 Through Express	No. 657 Local	No. 658 Through Express	No. 659 Local	No. 660 Through Express	No. 661 Local	No. 662 Through Express	No. 663 Local	No. 664 Through Express	No. 665 Local	No. 666 Through Express	No. 667 Local	No. 668 Through Express	No. 669 Local	No. 670 Through Express	No. 671 Local	No. 672 Through Express	No. 673 Local	No. 674 Through Express	No. 675 Local	No. 676 Through Express	No. 677 Local	No. 678 Through Express	No. 679 Local	No. 680 Through Express	No. 681 Local	No. 682 Through Express	No. 683 Local	No. 684 Through Express	No. 685 Local	No. 686 Through Express	No. 687 Local	No. 688 Through Express	No. 689 Local	No. 690 Through Express	No. 691 Local	No. 692 Through Express	No. 693 Local	No. 694 Through Express	No. 695 Local	No. 696 Through Express	No. 697 Local	No. 698 Through Express	No. 699 Local	No. 700 Through Express	No. 701 Local	No. 702 Through Express	No. 703 Local	No. 704 Through Express	No. 705 Local	No. 706 Through Express	No. 707 Local	No. 708 Through Express	No. 709 Local	No. 710 Through Express	No. 711 Local	No. 712 Through Express	No. 713 Local	No. 714 Through Express	No. 715 Local	No. 716 Through Express	No. 717 Local	No. 718 Through Express	No. 719 Local	No. 720 Through Express	No. 721 Local	No. 722 Through Express	No. 723 Local	No. 724 Through Express	No. 725 Local	No. 726 Through Express	No. 727 Local	No. 728 Through Express	No. 729 Local	No. 730 Through Express	No. 731 Local	No. 732 Through Express	No. 733 Local	No. 734 Through Express	No. 735 Local	No. 736 Through Express	No. 737 Local	No. 738 Through Express	No. 739 Local	No. 740 Through Express	No. 741 Local	No. 742 Through Express	No. 743 Local	No. 744 Through Express	No. 745 Local	No. 746 Through Express	No. 747 Local	No. 748 Through Express	No. 749 Local	No. 750 Through Express	No. 751 Local	No. 752 Through Express	No. 753 Local	No. 754 Through Express	No. 755 Local	No. 756 Through Express	No. 757 Local	No. 758 Through Express	No. 759 Local	No. 760 Through Express	No. 761 Local	No. 762 Through Express	No. 763 Local	No. 764 Through Express	No. 765 Local	No. 766 Through Express	No. 767 Local	No. 768 Through Express	No. 769 Local	No. 770 Through Express	No. 771 Local	No. 772 Through Express	No. 773 Local	No. 774 Through Express	No. 775 Local	No. 776 Through Express	No. 777 Local	No. 778 Through Express	No. 779 Local	No. 780 Through Express	No. 781 Local	No. 782 Through Express	No. 783 Local	No. 784 Through Express	No. 785 Local	No. 786 Through Express	No. 787 Local	No. 788 Through Express	No. 789 Local	No. 790 Through Express	No. 791 Local	No. 792 Through Express	No. 793 Local	No. 794 Through Express	No. 795 Local	No. 796 Through Express	No. 797 Local	No. 798 Through Express	No. 799 Local	No. 800 Through Express	No. 801 Local	No. 802 Through Express	No. 803 Local	No. 804 Through Express	No. 805 Local	No. 806 Through Express	No. 807 Local	No. 808 Through Express	No. 809 Local	No. 810 Through Express	No. 811 Local	No. 812 Through Express	No. 813 Local	No. 814 Through Express	No. 815 Local	No. 816 Through Express	No. 817 Local	No. 818 Through Express	No. 819 Local	No. 820 Through Express	No. 821 Local	No. 822 Through Express	No. 823 Local	No. 824 Through Express	No. 825 Local	No. 826 Through Express	No. 827 Local	No. 828 Through Express	No. 829 Local	No. 830 Through Express	No. 831 Local	No. 832 Through Express	No. 833 Local	No. 834 Through Express	No. 835 Local	No. 836 Through Express	No. 837 Local	No. 838 Through Express	No. 839 Local	No. 840 Through Express	No. 841 Local	No. 842 Through Express	No. 843 Local	No. 844 Through Express	No. 845 Local	No. 846 Through Express	No. 847 Local	No. 848 Through Express	No. 849 Local	No. 850 Through Express	No. 851 Local	No. 852 Through Express	No. 853 Local	No. 854 Through Express	No. 855 Local	No. 856 Through Express	No. 857 Local	No. 858 Through Express	No. 859 Local	No. 860 Through Express	No. 861 Local	No. 862 Through Express	No. 863 Local	No. 864 Through Express	No. 865 Local	No. 866 Through Express	No. 867 Local	No. 868 Through Express	No. 869 Local	No. 870 Through Express	No. 871 Local	No. 872 Through Express	No. 873 Local	No. 874 Through Express	No. 875 Local	No. 876 Through Express	No. 877 Local	No. 878 Through Express	No. 879 Local	No. 880 Through Express	No. 881 Local	No. 882 Through Express	No. 883 Local	No. 884 Through Express	No. 885 Local	No. 886 Through Express	No. 887 Local	No. 888 Through Express	No. 889 Local	No. 890 Through Express	No. 891 Local	No. 892 Through Express	No. 893 Local	No. 894 Through Express	No. 895 Local	No. 896 Through Express	No. 897 Local	No. 898 Through Express	No. 899 Local	No. 900 Through Express	No. 901 Local	No. 902 Through Express	No. 903 Local	No. 904 Through Express	No. 905 Local	No. 906 Through Express	No. 907 Local	No. 908 Through Express	No. 909 Local	No. 910 Through Express	No. 911 Local	No. 912 Through Express	No. 913 Local	No. 914 Through Express	No. 915 Local	No. 916 Through Express	No. 917 Local	No. 918 Through Express	No. 919 Local	No. 920 Through Express	No. 921 Local	No. 922 Through Express	No. 923 Local	No. 924 Through Express	No. 925 Local	No. 926 Through Express	No. 927 Local	No. 928 Through Express	No. 929 Local	No. 930 Through Express	No. 931 Local	No. 932 Through Express	No. 933 Local	No. 934 Through Express	No. 935 Local	No. 936 Through Express	No. 937 Local	No. 938 Through Express	No. 939 Local	No. 940 Through Express	No. 941 Local	No. 942 Through Express	No. 943 Local	No. 944 Through Express	No. 945 Local	No. 946 Through Express	No. 947 Local	No. 948 Through Express	No. 949 Local	No. 950 Through Express	No. 951 Local	No. 952 Through Express	No. 953 Local	No. 954 Through Express	No. 955 Local	No. 956 Through Express	No. 957 Local	No. 958 Through Express	No. 959 Local	No. 960 Through Express	No. 961 Local	No. 962 Through Express	No. 963 Local	No. 964 Through Express	No. 965 Local	No. 966 Through Express	No. 967 Local	No. 968 Through Express	No. 969 Local	No. 970 Through Express	No. 971 Local	No. 972 Through Express	No. 973 Local	No. 974 Through Express	No. 975 Local	No. 976 Through Express	No. 977 Local	No. 978 Through Express	No. 979 Local	No. 980 Through Express	No. 981 Local	No. 982 Through Express	No. 983 Local	No. 984 Through Express	No. 985 Local	No. 986 Through Express	No. 987 Local	No. 988 Through Express	No. 989 Local	No. 990 Through Express	No. 991 Local	No. 992 Through Express	No. 993 Local	No. 994 Through Express	No. 995 Local	No. 996 Through Express	No. 997 Local	No. 998 Through Express	No. 999 Local	No. 1000 Through Express	No. 1001 Local	No. 1002 Through Express	No. 1003 Local	No. 1004 Through Express	No. 1005 Local	No. 1006 Through Express	No. 1007 Local	No. 1008 Through Express	No. 1009 Local	No. 1010 Through Express	No. 1011 Local	No. 1012 Through Express	No. 1013 Local	No. 1014 Through Express	No. 1015 Local	No. 1016 Through Express	No. 1017 Local	No. 1018 Through Express	No. 1019 Local	No. 1020 Through Express	No. 1021 Local	No. 1022 Through Express	No. 1023 Local	No. 1024 Through Express	No. 1025 Local	No. 1026 Through Express	No. 1027 Local	No. 1028 Through Express	No. 1029 Local	No. 1030 Through Express	No. 1031 Local	No. 1032 Through Express	No. 1033 Local	No. 1034 Through Express	No. 1035 Local	No. 1036 Through Express	No. 1037 Local	No. 1038 Through Express	No. 1039 Local	No. 1040 Through Express	No. 1041 Local	No. 1042 Through Express	No. 1043 Local	No. 1044 Through Express	No. 1045 Local	No. 1046 Through Express	No. 1047 Local	No. 1048 Through Express	No. 1049 Local	No. 1050 Through Express	No. 1051 Local	No. 1052 Through Express	No. 1053 Local	No. 1054 Through Express	No. 1055 Local	No. 1056 Through Express	No. 1057 Local	No. 1058 Through Express	No. 1059 Local	No. 1060 Through Express	No. 1061 Local	No. 1062 Through Express	No. 1063 Local	No. 1064 Through Express	No. 1065 Local	No. 1066 Through Express	No. 1067 Local	No. 1068 Through Express	No. 1069 Local	No. 1070 Through Express	No. 1071 Local	No. 1072 Through Express	No. 1073 Local	No. 1074 Through Express	No. 1075 Local	No. 1076 Through Express	No. 1077 Local	No. 1078 Through Express
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AN INDIAN GUARD KILLED.
ANOTHER SERIOUSLY WOUNDED.

WE INVITE INSPECTION.

THORNYCROFT

JOHN I. THORNYCROFT & Co., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.
MOTOR LIGHTING AND PUMPING SETS.
SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.
THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thornycroft experts, now resident in Shanghai, will give attention to all inquiries.
Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and 70-h.p. Kerosene Marine Engines.

R. R. ROXBURGH,
Manager for China.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

COLE DODGE & OLDSMOBILE Cars,
FEDERAL Trucks-FISK Tires,
HARLEY-DAVIDSON Motorcycles.

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SEVERIN Marine engines.

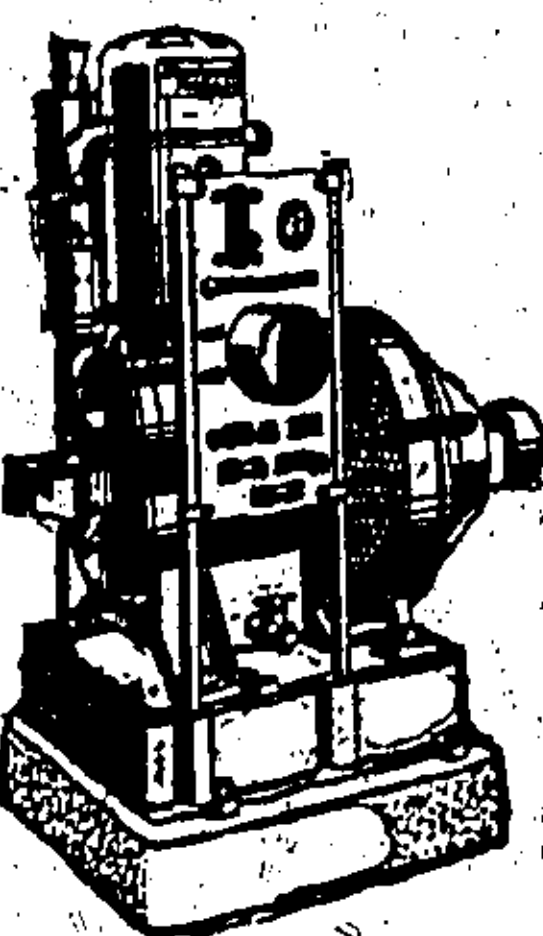
We stock Spare Parts also carry a complete line of
Auto-Accessories and Motorboat Fittings.

Motor Car Storage

Repairs of all descriptions under European supervision.
Re-painting a speciality.

Inquiries and Inspection Invited.

Call at our Motor Garage
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WESTCO LIGHT.

A self contained neat and compact
lighting plant of 1 1/2 K.W. 32 volts
with 90 A. H. Batteries or 180 A. H.
Batteries.

Starts by pressing a button and
stops automatically.

Works entirely on KEROSENE
and a demonstration can be shown at
anytime at the Offices of the Sole
Agents for China and Indo-China.

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GRIPOLY BELTING

Solid Woven
with
triple-twisted
indestructible
edges

Get the most out of your Machinery
by using a belt which does not slip or stretch
and which grips. A slipping belt in your
factory is as bad as a leaking petrol tank in
your motor-car. "Gripoly" has proved it-
self under test to be the most efficient all-
round belting. It does not stretch or slip;
it resists heat, damp, grease, friction, and
guide forks as no other belting can. Have
the best belting and get the utmost power
from your machines.

Let us know your requirements and we will
advise you as to the best type of "Gripoly"
for your needs.

LEWIS & TYLOR, LTD.,
Grange Mills, CARDIFF, and
51, Gracechurch St., LONDON, E.C.3.
England. Agents holding stocks.

Goodreads

A GOLFING MYTH. THE LENGTH OF DRIVES.

The elaborate trials at Woodcote Park
as to the length of the shots seem to
have proved, so far as they proved any-
thing, that the "man in the street" has
rather exaggerated notions of how far the
modern professional can hit the modern
ball.

People talk airily of drives of 300
yards, but on this occasion the longest
drive, which was made by Briard, was
just over 270 yards, and a large percent-
age measured no more than 240 yards.
These facts do not in the least disprove
some of the abnormally long drives that
have previously been recorded, for con-
ditions of wind and ground make as-
tonishing things possible. At the same
time there are current many tall stories
about driving feats which are probably
quite untrue. They can most easily be
accounted for by the explanation once
given of certain spiritualistic phenomena
of "deliberate lying by persons suscep-
tible of deception." After the recent
trials golfers will, perhaps, be a little
more chary of coming into lunch with
marvellous stories of what they "have
done." "Watson," said Sherlock Holmes
on one occasion, "if ever I appear a
little over-confident in my powers, whis-
per 'Norbury' in my ear and I shall be
infinitely obliged to you." Let us hope
that the mere murmur of "Woodcote"
may produce a like salutary effect on
some of our friends.

One of the best and most experienced
of professional players told me the other
day that, in his judgment, it was only
against the wind that the very small
and heavy ball of to-day went perceptibly
farther, than its immediate predecessor.
In regard to a still day, he thought that
a ball of a brand now extinct, with which
he played eight or nine years ago, had
never been surpassed. This interesting
opinion, if it be sound, seems to show
that the general golfing public has been
very slow in awaking to the distance that
a rubber cored ball can be hit, and to
the difficulties that it puts in the way
of golf architects. It certainly does not
show that Rules of Golf Committee are
wrong in wanting to limit the powers
of the ball, but rather that they might
well have acted earlier in the matter. I
do not propose to recapitulate the argu-
ments on this subject—the additional
ground required, the weariness of much
walking and the aching legs of old gentle-
men, the second round finishing in the
twilight on short winter days, the likeli-
hood that human ingenuity being what
it is, golf balls will gradually be invented
that go farther and farther still. These
things have all been said many times
over.

A "DRIVE-AND-A-PITCH."

There is one point, however, which,
though usually quite obvious, is worth
emphasizing. Too many golfers are apt
to talk as if this question of excessive
length began and ended with the tee shot.
They seem to forget that the modern ball
can be hit enormous distances with iron
clubs. It is this fact which makes hard
the lives of architects, reduces the variety
and interest of second shots, and now and
again turns almost any hole you like to
mention into a "drive-and-a-pitch." The
maelie in particular seems to me to com-
pass now-a-days extraordinary distances.
In "The Complete Golfer," Harry
Vardon wrote in 1905:—"It is my strong
conviction that a man is playing the best
and safest golf when he attempts nothing
beyond 80 yards with his maelie, using
an iron or cleek for anything longer. It
is very seldom that I play my maelie at
a distance of over 80 yards." I hardly
think he would write that to-day, if he
did he would not practise what he pre-
ached.

A short hole of 110 or 120 yards now
demands no more than a very comfort-
able maelie shot from those who are by
no means Vardons, nor need they, in order
to get the distance, simply indulge in
those disgraceful practices of swinging
the maelie which are so unparal-
lledly condemned by the illustrious. Now
to take an example from a brand-new text-
book, I find that "Long Jim" Barnes,
as he is usually called in America, a fine
player and a mighty hitter, talks calmly
of maelie shots of 180 or 170 yards. These
shots were certainly to be played up to
a green where there was a bunker im-
mediately in front of the hole and they
had something of that illicit swing about
them for on this point Barnes appeared
to glory in his heterodoxy. But, even so,
the difference between 80 and 170 yards
is remarkable. Probably Barnes makes
a rather peculiar use of his maelie, as
Ray does of his niblick, and his advice
would not suit the average golfer. Still
it struck me at Walton Heath a fortnight
ago that "a maelie shot" in the lan-
guage of the professionals meant a very
long way indeed.

IRON CLUBS.

If tests and measurements are to be the
order of the day, iron clubs afford scope
for some interesting experiments. They
would not be quite so easy to conduct as
in the matter of driving, for one reason
because an iron in the hands of a master
can, within limits, send the ball as long
or as short a distance as he desires. It
should not be at all difficult, however, to
derive a plan whereby the player played
his maelie shot from certain measured
distances, and the results would, I be-
lieve, be rather illuminating.

The fact that such long distances are
brought by the ball within the range of
iron and maelie shots does not, of course,
do away with the advantage of the skilled
approacher. The preeminently good iron
player will always be he who can play
with real confidence the half-and-half, be-
tween-and-between shots that go by half-
a-dozen different names: the shots where
a full swing is out of the question, yet
something more forcible than the ordinary
pitching stroke is required. However far
(Continued on foot of next column.)

AUCTIONS

G. & R.

PUBLIC AUCTIONS.

BY APPOINTMENT.

HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND
ADMIRALTY.

General Auctioneers,

Share, Coal and General.

Produce Brokers

The Undersigned have received instruc-
tions to sell by Public Auction,
(For Account of the Concerned),

TO-DAY (TUESDAY),

December 16th, 1918, at 10.30 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,

Several cases of TOYS

(to be sold without reserve).

Suitable for XMAS TREES.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instruc-
tions to sell by Public Auction,
(For Account of the Concerned)

ON THURSDAY,

December 18th, 1918, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,

VALUABLE CHINESE PORCELAINS,
CURIO, Etc., Etc.,

Including a large variety of 2-coloured and
3-coloured Vases, Wall Plaques, Table Screens,
Blue and White Vases, and Incense Burners,
Red Bronze and Brass Figures, Vases, etc.,
Kakemonos, Lacquered Ware, Ivory, Agate
and Crystal Ornaments.

The above stocks recently arrived from
Peking and include pieces from the Ming,
Kungh, Kienlung and Towkong Periods,
the bulk of which will be sold without
reserve.

(Full Particulars from Catalogue).

On view day of sale.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instruc-
tions to sell by Public Auction,
(For Account of the Concerned),

ON SATURDAY,

December 20th, 1918, at 10.30 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,

A LARGE ASSORTMENT OF TOYS

Comprising:—

Dolls (large and small), Dolls Beds, Foot
Baths, Tea-sets, Mechanical Toys, Xmas
Trees, Blocks, Games, Rubber Balls, Scrap
Books and Post Cards, Albums, Toy Swords
and Guns, Xmas Decorations, Crackers,
Etc., Etc., Etc.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

WISEMAN, LTD.

TEA DANCE.

TO-DAY

(Tuesday), December 16th.

Dance Tickets 50 cents each.

HONGKONG HOTEL.

GREAT SUCCESS OF THE CLEVER
ENTERTAINERS

AILEEN AND DOBIS WOODS
WHO WILL APPEAR AGAIN

AT THE

TEA DANCANTS

ON

Thursday, December 18th.

Entrance to Dance Room \$2.

Hotel Residents \$1.

J. H. TAGGART

Manager.

(1654)

the ball may go, that type of shot will
always arise to catch us in two minds
and give the man who can really control
his club his due advantage over us. That
is, so far as the welfare of the game is
concerned, a comforting reflection. But it
will be no consolation to those who sear
all over with mere walking, and when
some new Haskell invents a ball that can
be hit 200 yards with a half-iron shot
those who are not too old to be special
crotchets will yet be too old to play
more than one round a day.

CAPT. ROSS SMITH

flew from

ENGLAND to AUSTRALIA

on

SHELL

use the

BEST SPIRIT

and get

RESULTS

(1658)

NEURASTHENIA

(NERVE WEAKNESS)
CURED BY ELECTRICITY.

TODAY the conditions of life are causing a
serious increase in Neurasthenia and other
nervous and functional disorders.
The symptoms of Neurasthenia are many and
varied. They are mainly mental or nervous,
and often the victim is quite unaware of the
fact that he or she is travelling rapidly towards
Nervous Exhaustion and Nervous Prostration.



ARE YOU
NERVOUS?
LIKE THIS?

If you are
suffering from
neurasthenia,
the only way
to cure it is by
the use of the
Pulvermacher
Appliances.

CURED IN YOUR OWN HOME
by simply wearing the Pulvermacher ap-
pliances, which are light, easy, and comfortable to
wear. They give no shock, but all the time
they are being worn they supply the nerve
centres with a continuous flow of electricity,
which stimulates the circulation of the blood
and gives new nerve nutrition.
This is the natural and physiological treat-
ment of Neurasthenia, which drug treatment
can never cure. The Pulvermacher Treatment
has cured the most obstinate cases of Neur-
asthenia and Nervous Disorders where all other
methods have failed. If you are suffering from
any form of Nervous Trouble, or if you have any
of the symptoms as described above, write
to-day for a book that may well prove of in-
calculable health value to you, yet it costs you
nothing. It is entitled "Guide to Health and
Strength," and will be sent post free to you.

NOTE: Correspondents abroad are advised when re-
sponding to this advertisement to give full particulars of their case, their
age and social position, so that advice can be ad-
vised of charge, by return mail, and thus avoid delay.

FREE COUPON
By sending this FREE COUPON TO-DAY you
will receive the "Guide to Health and
Strength." You place yourself under no
obligation by applying for this book and
particulars of the Pulvermacher Appliances.

Name _____
Address _____
Post to the Superintendent, Pulvermacher
Electrological Institute, Ltd., Valence
House, 44, Leigues Hill, London, E.C.4.

(1654)

BLUE FUNNEL LINE.

S.S. "TEIRESIAS."

Taking First-class Passengers

For MOJI, KOBE AND YOKOHAMA,

will sail on WEDNESDAY, DECEMBER
17th.

For Further particulars apply to—

BUTTERFIELD & SWIRE.

Agents. (1655)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON,
BOMBAY, EGYPT, MEDITER-
RANEAN PORTS & LONDON.

Through Bills of Lading issued for
Belgian, American, Continental,
and South African Ports.

THE Homeward Mail Steamer
"DILWARA"

carrying His Majesty's Mail, will be
despatched from this port about December
16th, 1918, taking cargo for the above Ports.
Passenger accommodation in the connecting
vessels is available, secured before departure
from Hongkong.

Bulk and Valuable Cargo for Italy, France
and London (under arrangement) will be
conveyed by this Steamer proceeding to
Bombay and there transhipped to the
on-going Steamer for Marseilles and
London.

Freights will be received at the Office until
15 days before sailing. The contents
and value of all packages are required.

For further particulars, sailing dates, etc.,
Apply to—
MACKINNON, MACKENZIE & Co.,
P. & O. S. N. Co.

Post Box 114,
25 Des Vaux Road, Central.

SHIPPING NEWS

ARRIVALS.

December 14th.
Guthrie, American str., 5,000 tons, Capt. S. F. Cable, from Manila, general cargo.—*Pacific Mail S.S. Co.*
Haiyang, British str., 1,369 tons, Capt. Passmore, from Canton, in ballast.—*W. O. Fat Shing*
Hok Canton, British str., 356 tons, Capt. Livingston, from Kwong Chow Wan and Macao, general cargo.—*Fat Hing & Co.*
Pacific, Danish str., 727 tons, Captain Christiansen, from Shanghai.—*Great Northern Cable Co.*

December 15th.
Grillar, Norwegian str., 1,102 tons, Capt. Mathiasen, from Bangkok, general cargo.—*Thoresen & Co.*
Kwanglu, Chinese str., 1,488 tons, Capt. A. G. Sangster, from Shanghai, general cargo.—*China Mail S.S. Co.*
Lacres, British str., 3,984 tons, Captain Black, from Muku, general cargo.—*Butterfield & Swire*
Shantung, British str., 1,980 tons, Capt. Monckman, from Canton, general cargo.—*Butterfield & Swire*
Sunning, British str., 1,750 tons, Capt. Benson, from Shanghai and Amoy, general cargo.—*Butterfield & Swire*
Yathin, British str., 1,434 tons, Capt. Milford, from Singapore, general cargo.—*Jardine, Matheson & Co.*
Yuenang, British str., 1,123 tons, Capt. Kennedy, from Manila, general cargo.—*Jardine, Matheson & Co.*

PASSENGERS.

Per *s.s. Tean*, for Shanghai, on Dec. 14th.—Mr. C. A. Buyers, Mr. E. Benson, Mr. W. Arthur, Mr. and Mrs. A. S. Sorenson, Mr. H. G. Sadler, Mr. D. Macfie, Mr. A. C. Price, Mr. H. G. Read, Mr. J. F. McMonies, Mr. F. W. Pratt, Mr. T. K. McIntyre, Mr. J. Tray, Mr. D. L. Hunter, Mr. C. E. Cather, Mr. H. A. Ayling, Mr. T. H. Payne, Mr. A. L. McGuire, and Miss M. Tomina.

SHIPPING MOVEMENTS.

The *s.s. Diluvius* left Shanghai for this port on the 14th, instant at 2.30 p.m. with the homeward English mails, and is due here tomorrow, at about 7 a.m.
 The *s.s. N.W.K. s.s. Keishin Maru* (Calcutta line) left Calcutta for this port on December 12th, and is expected here on December 15th.
 A telegram has been received from Shanghai advising that the *s.s. Nile* sailed from that port yesterday morning and may be expected to arrive at this port tomorrow afternoon.

The *s.s. Novara* left Shanghai for this port yesterday at 8.30 a.m., and is due here on the 15th instant at about 8 a.m.
 The *s.s. Daylestown* left Shanghai on December 12th, and is expected here on December 16th.
 The *s.s. Ecuador* left Yokohama for Kobe on December 12th.

SHIPPING ITEM.

The *s.s. Eldridge* sailed from Shanghai on December 13th, and will arrive at Hongkong this morning. She has 1,000 tons cargo and 43 bags of mail for Hongkong.

HALF A CENTURY REPUTATIONS
DE. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
 Available for diseases of these important organs, Gravel, Pains in the Back, Gout, Rheumatism, etc. Price 5s. leading Chemists or post free. De. Le Clerc, Ltd., 10, HAYMARKET ROAD, N.W., LONDON, ENGLAND. DEPOTS: Paris, 13, Rue Cadoullerie; New York, 90, BROADWAY; Toronto, 174, King St. W.; Australia, 25, Elizabeth St. Sydney and Brisbane; New Zealand, 100, Victoria St. Auckland; Christchurch, 100, Victoria St. Wellington; India, 2, K. F. & Co., Calcutta.

WEATHER REPORT.

December 15th, at 12.31.—No returns from stations north of Foochow.

Pressure changes since yesterday are slight at all reporting stations.
 Fresh monsoon will continue over the N. China Sea.

The Guam typhoon appears to be moving north-eastward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 76.14 inches, against an average of 52.50 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction: N.E. wind, moderate to fresh; fine.

Force: N.E. winds, strong.

South Coast of China between (The name is Hongkong and Lamook) No. 1.

South Coast of China between (The name is Hongkong and Hainan) No. 1.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

BRITISH INDIA S.N. CO. (APOB LINE)

S.S. "JAPAN"

Arrived Hongkong on Dec. 13th, 1919.

FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark as delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and HODGKINS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, December 12th, 1919. 1631

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that the Goods are being landed at their disposal in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark as delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and HODGKINS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, December 12th, 1919. 1632

N. Y. K.

NIPPON YUSEN KAISHA

SALES FROM HONGKONG TO AMERICA.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... Monday, 15th Dec., at 11 a.m.

KATORI MARU (omitting Manila) ... Wednesday, 17th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

MISHIMA MARU ... Thursday, 18th Dec., at Noon.

SADO MARU ... Friday, 19th Dec., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.

NIKKO MARU ... Middle of Jan.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKUSHIMA MARU ... Sunday, 4th January.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

BHARWU ... Tuesday, 16th December.

WAKAMATSU MARU ... Sunday, 28th December.

CALCUTTA & RANGOON via Singapore & Penang.

KAWACHI MARU ... Sunday, 19th Dec.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Saturday, 20th Dec., at 11 a.m.

AKI MARU ... Sunday, 19th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Monday, 15th Dec.

KAIYUKU MARU (Kobe only) ... Thursday, 18th December.

TOKO MARU No. 1 ... Friday, 19th December.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, B'dam, H'burg etc.)

DURBAN MARU (London, Antwerp & Hamburg) ... Sunday, 28th Dec.

PENANG MARU (Marseilles & Liverpool) ... Beginning of January.

TOYAMA MARU (London, Antwerp & Hamburg) ... Middle of January.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR" ... Wednesday, Dec. 21st, 1919.

S.S. "COLOMBIA" ... Wednesday, Jan. 29th, 1920.

S.S. "VENEZUELA" ... Feb. 25th, 1920.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST INSKIP" ... Oct. 24th, 1919

S.S. "WEST GADDOA" ... Oct. 30th, 1919

S.S. "WEST CONOB" ... Nov. 1st, 1919

S.S. "WEST VACA" ... Nov. 10th, 1919

S.S. "WEST KADOB" ... Nov. 20th, 1919

S.S. "WEST NEERIS" ... Dec. 29th, 1919

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road, Cable Address "BOLASO."

Telephone 141.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI ... Dec. 16th, 5 p.m.

YATSHING ... Dec. 17th, 5 p.m.

CHANGHANG ... Dec. 18th, 5 p.m.

CHOWHANG ... Dec. 19th, 5 p.m.

YUENHANG ... Dec. 20th, 5 p.m.

HOPEHANG ... Dec. 21st, 5 p.m.

YOKOHAMA ... Dec. 22nd, 5 p.m.

SHANGHAI ... Dec. 23rd, 5 p.m.

YATSHING ... Dec. 24th, 5 p.m.

CHANGHANG ... Dec. 25th, 5 p.m.

CHOWHANG ... Dec. 26th, 5 p.m.

YUENHANG ... Dec. 27th, 5 p.m.

HOPEHANG ... Dec. 28th, 5 p.m.

YOKOHAMA ... Dec. 29th, 5 p.m.

SHANGHAI ... Dec. 30th, 5 p.m.

YATSHING ... Dec. 31st, 5 p.m.

CHANGHANG ... Jan. 1st, 5 p.m.

CHOWHANG ... Jan. 2nd, 5 p.m.

YUENHANG ... Jan. 3rd, 5 p.m.

HOPEHANG ... Jan. 4th, 5 p.m.

YOKOHAMA ... Jan. 5th, 5 p.m.

SHANGHAI ... Jan. 6th, 5 p.m.

YATSHING ... Jan. 7th, 5 p.m.

CHANGHANG ... Jan. 8th, 5 p.m.

CHOWHANG ... Jan. 9th, 5 p.m.

YUENHANG ... Jan. 10th, 5 p.m.

HOPEHANG ... Jan. 11th, 5 p.m.

YOKOHAMA ... Jan. 12th, 5 p.m.

SHANGHAI ... Jan. 13th, 5 p.m.

YATSHING ... Jan. 14th, 5 p.m.

CHANGHANG ... Jan. 15th, 5 p.m.

CHOWHANG ... Jan. 16th, 5 p.m.

YUENHANG ... Jan. 17th, 5 p.m.

HOPEHANG ... Jan. 18th, 5 p.m.

YOKOHAMA ... Jan. 19th, 5 p.m.

SHANGHAI ... Jan. 20th, 5 p.m.

YATSHING ... Jan. 21st, 5 p.m.

CHANGHANG ... Jan. 22nd, 5 p.m.

CHOWHANG ... Jan. 23rd, 5 p.m.

YUENHANG ... Jan. 24th, 5 p.m.

HOPEHANG ... Jan. 25th, 5 p.m.

YOKOHAMA ... Jan. 26th, 5 p.m.

SHANGHAI ... Jan. 27th, 5 p.m.

YATSHING ... Jan. 28th, 5 p.m.

CHANGHANG ... Jan. 29th, 5 p.m.

CHOWHANG ... Jan. 30th, 5 p.m.

YUENHANG ... Jan. 31st, 5 p.m.

HOPEHANG ... Feb. 1st, 5 p.m.

YOKOHAMA ... Feb. 2nd, 5 p.m.

SHANGHAI ... Feb. 3rd, 5 p.m.

YATSHING ... Feb. 4th, 5 p.m.

CHANGHANG ... Feb. 5th, 5 p.m.

CHOWHANG ... Feb. 6th, 5 p.m.

YUENHANG ... Feb. 7th, 5 p.m.

HOPEHANG ... Feb. 8th, 5 p.m.

YOKOHAMA ... Feb. 9th, 5 p.m.

SHANGHAI ... Feb. 10th, 5 p.m.

YATSHING ... Feb. 11th, 5 p.m.

CHANGHANG ... Feb. 12th, 5 p.m.

CHOWHANG ... Feb. 13th, 5 p.m.

YUENHANG ... Feb. 14th, 5 p.m.

HOPEHANG ... Feb. 15th, 5 p.m.

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CHOWHANG ... Feb. 27th, 5 p.m.

YUENHANG ... Feb. 28th, 5 p.m.

HOPEHANG ... Feb. 29th, 5 p.m.

YOKOHAMA ... Feb. 30th, 5 p.m.

SHANGHAI ... Mar. 1st, 5 p.m.

YATSHING ... Mar. 2nd, 5 p.m.

CHANGHANG ... Mar. 3rd, 5 p.m.

CHOWHANG ... Mar. 4th, 5 p.m.

YUENHANG ... Mar. 5th, 5 p.m.

HOPEHANG ... Mar. 6th, 5 p.m.

YOKOHAMA ... Mar. 7th, 5 p.m.

SHANGHAI ... Mar. 8th, 5 p.m.

YATSHING ... Mar. 9th, 5 p.m.

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YOKOHAMA ... Mar. 21st, 5 p.m.

SHANGHAI ... Mar. 22nd, 5 p.m.

YATSHING ... Mar. 23rd, 5 p.m.

CHANGHANG ... Mar. 24th, 5 p.m.

CHOWHANG ... Mar. 25th, 5 p.m.

YUENHANG ... Mar. 26th, 5 p.m.

HOPEHANG ... Mar. 27th, 5 p.m.

AMERICAN & ORIENTAL LINE

For NEW YORK via Panama Canal
S.S. "SUVERIC" sailing about end of January.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or GOLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON — "KALOMO" — 22nd December.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the

undersigned.

or to RICE & Co., Canton.

THE BANK LINE, LTD.,
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

SWATOW and BANGKOK	"LUCHOW"	On 16th Dec.	10 A.M.
SWATOW and SINGAPORE	"CHUSAN"	On 18th Dec.	11 A.M.
SWATOW and SHANGHAI	"SHANTUNG"	On 18th Dec.	11 A.M.
HONGKONG and BANGKOK	"HUPEH"	On 18th Dec.	11 A.M.
PAKHOI and HAIKOW	"KAIFONG"	On 17th Dec.	11 A.M.
SHANGHAI and BANGKOK	"HUNNING"	On 18th Dec.	Noon
SHANGHAI and BANGKOK	"GREENAN"	On 20th Dec.	4 P.M.
MANILA, Cebu, and ILOILO	"TAMING"	On 20th Dec.	3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 38

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 8 to 10 Days).

QUINNEBAUG	Capt. J. Medina	TUESDAY	16th Dec.	at Noon.
HAIHONG	Capt. J. W. Evans	FRIDAY	19th Dec.	at 1 P.M.
HAIHING	Capt. A. H. Stewart	TUESDAY	23rd Dec.	at 1 P.M.

For Amoy Passengers Only

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT TEMPLAR"	via Suez	5th Jan.
"OANAT"	via Suez	23rd Jan.
"ARIOSTO"	via Suez	10th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTONRICE & CO.,
CANTON.

P. & O. - BRITISH INDIA,

AFRICA AND EASTERN &

AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,500	18th Dec. Noon.	Straits, Ceylon, Bombay.
"NOYABA"	7,000	19th Dec. Noon.	MASSARILLA & London direct.
"DONGOLA"	8,000	27th Dec.	Do.
"KASHEGAR"	9,000	2nd Jan.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR"	4,500	22nd Dec.	Straits, Rangoon & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,000	25th Jan.	Sandakan, Thursday Island, Queensland Ports and Sydney.
"EASTERN"	4,000	11th Feb.	Do.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,000	14th Dec. Night	Shanghai, Kobe & Moji.
"MADRAS"	7,000	24th Dec.	Shanghai & Kobe.
"DUNERA"	5,500	29th Dec.	Shanghai.
"SOMALI"	6,700	30th Dec.	Shanghai, Kobe & Yokohama.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore & Calcutta or Singapore & Madras.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailings are liable to be cancelled or altered without notice.
Parcels Messing not more than 25 lbs. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.
Freight only.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. GODDARD & DOVERALL at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passengers, Freight, Handbills, etc., apply to
MACHINNON, MACKENZIE & CO.,
23, Des Vaux Road Central, HONGKONG.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ELDRIDGE"	About	Dec. 18th.
"IDA"	About	Dec. 24th.
"EDMORE"	About	Dec. 28th.
"CITY OF SPOKANE"	About	Jan. 5th.
"ICONTUM"	About	Jan. 20th.
"SEATTLE SPIRIT"	About	Feb. 1st.
"WHEATLAND"	About	Feb. 15th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WAWALONA"	About	Dec. 29th.
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Through Bills of Lading issued in Portland, Oregon ports.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478. Agents: 24th Floor, Hotel Manmou.

FOR NEW YORK

AMERICAN ASIATIC S.S. CO.

S.S. "ARABIAN PRINCE"

will be despatched for NEW YORK via SUEZ CANAL, about JANUARY 8th, 1920.

For freight and further particulars, apply to—

SH'WAN, TOMES & CO.,
Agents.TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	Dec. 18th.
SHINYO MARU	22,000	Jan. 15th.
SIBERIA MARU	20,000	Jan. 23rd (from Yokohama)
PRINCE MARU	9,000	Feb. 3rd.
ROCCA MARU	20,000	Feb. 23rd.

omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SALLING, CHU, SALLING, AILAO, ARICA
THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	Jan. 9th, 1920.
ANJO MARU	16,400	Mar. 1st.
SEIYO MARU	14,000	May 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passenger may travel by land between Ports of Call in Japan free of charge.

For all information as to rates, sailings, etc., apply to—

T. DAIGO, Manager,
King's Building.

Telephone 2274 and 2275

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Days
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" 20,000	On or about 11th Jan. 1920.
MARSEILLE, SAIGON, COLOMBO, DIBOUT, SUME, PORT SAID	"AMAZONE" 10,000	On or about 28th Jan.
SHANGHAI	"ANDRE LEBON" 12,000	On or about 28th Dec.
SHANGHAI	"SCHARNHORST" (Chartered)	On or about 30th Dec.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP	Monthly direct service via Singapore and Port Said.
"ALPS MARU"	Monday, 15th December.
"BORNEO MARU"	End of Dec. or Beg. of Jan.
GENOA	Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.
BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.	
"SUMATRA MARU"	Sunday, 4th January.

BOMBAY COLOMBO	Regular fortnightly service via Singapore.
"GANGES MARU"	Friday, 19th December.
SAIGON, BANGKOK, SINGAPORE	Regular Monthly service
"SHISEI MARU"	Wednesday, 31st December.
SYDNEY, MELBOURNE	Monthly service taking cargo to New Zealand and Pacific Islands.
"KUNAJIRI MARU"	Monday, 22nd December.

VICTORIA, VANCOUVER, SEATTLE, TACOMA	Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"MEXICO MARU" (Shanghai)	Tuesday, 23rd December.
"CHICAGO MARU" (Manila)	Saturday, 27th December.
"ABARIA MARU" (Shanghai)	Friday, 10th January.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.	
KEELUNG via SWATOW, AMOY	These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU"	Sunday, 21st December.

For TAKAO via SWATOW and AMOY.	
"SOSEI MARU"	Thursday, 18th December.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	18th Jan. 1920.
"CHINA"	25th Jan. 1920.
"NILE"	Dec. 20th.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent,
Lee Hock Street.

